

SURVIVORS TELL OF BRATERY ON MONROE

Officers and Deckhands Help
Passengers Put on Life
Preservers.

ONE MAN HAS LUCKY SLIDE

Tumbles From Ship Into Boat—
Engineer Sees Nantucket's
Bow Enter.

NORFOLK, Jan. 30.—Mr. and Mrs. Charles Rollins of Lawrenceville, Va., who are in the employ of Mrs. N. Cooper of Bridgehampton, L. I., were second cabin passengers aboard the Monroe.

Rollins had gone to bed, but his wife, unable to sleep, had risen from her berth and was standing looking through a port hole. She was an eye witness of the collision. To a SUN correspondent Mrs. Rollins said:

"I was standing at the little round window looking out at the fog when I thought for a second that I saw a dim light. It disappeared. A few seconds later I was sure I saw the light again and then I realized that there were a lot of lights. The whistles of our ship and of the Nantucket both shrieked at once and then came the crash.

A Thundering Crash.

"It was just a solid, stunning crash, no grinding and grating, but just one great big thundering crash. I had called to my husband and he had started to rise when the shock came. He tumbled out of his bunk, grabbing a single piece of his clothing, and together we made our way into the dining saloon. The ship already was careening and the deck was on a slant, a steep slant.

"I clung to the rail and the ship was going down. I do not know how long the Monroe floated. Some say it was fifteen minutes. I do not know, but it seemed to me it was hardly ten from the time she was struck by the Nantucket until I was swept off the rail by a wave of water and saw the last of the ship.

"The crew were just as brave as brave could be. There was no difference between the white men and the colored stewards.

"The man that helped me and my husband into life preservers I do not believe had one for himself. Several of the deck and dining room stewards, who were helping us with the life preservers and encouraging us, I am sure went down with the ship.

"There was no excitement such as I would have expected. Everybody worked fast and furiously, but very quietly. The moment almost that I hit the water I was assisted by three men and they held me up and encouraged me. We were picked up by a lifeboat and then I fainted. The next thing I knew we were aboard the Nantucket.

O'Connell's Lucky Tumble.

Mr. O'Connell said that he presumed his own experience was the most startling and surprising of any of the saved passengers. He was awakened by the crash and came at once to the deck. He said:

"The first person upon whom my eye rested was Chief Johnson. I knew him and I thought probably the best place to be was at his side. I stuck to him, and the ship then was careened clear over on her side. A number of the crew came up to me and said, 'Want a life preserver? I have two.'

"Then I realized that I had entirely forgotten to grab one in my excitement. As I was struggling into it the ship took her final plunge. I imagine, at any rate, she took a tremendous list in the direction of her mortal wound and the deck stood at an angle of forty-five degrees.

"I was engulfed in the life preserver, which I was too clumsy to adjust. I was thrown to the deck. I slipped and slid along on my back, bounced over the submerged rail of the vessel and tumbled right into a lifeboat. It was nothing short of miraculous.

Watch Records the Accident.

E. J. J. Newby, a chief petty officer of the navy, en route for New York, was among the survivors. Mr. Newby said:

"Judging from my watch, which stopped after I went into the water, the accident happened at 1:45 A. M. My watch stopped at 1:55 A. M. and I judge that it was not more than ten minutes from the time the boats struck until I was aboard.

"I was in bed when the crash came and immediately grabbed my trousers, coat and cap and while the little money bag had, immediately the vessel listed, and in going up on deck I had to crawl like a monkey hand over hand.

"The officers of the vessel acted with promptness and efficiency. In an incredibly short time all of the officers were at their posts and the members of the crew not caught in their bunks were in their proper places.

"There was no panic in the ordinary sense of the word. There was excitement, of course, but the passengers and crew all conducted themselves with extraordinary fortitude and bravery. Orders were made to launch boats and rafts but with very little success.

"The engine room was evidently flooded almost immediately, as in a few minutes the light was extinguished. A greater loss of life among the passengers than would otherwise have occurred. Many, unfamiliar with the ship, lost their way in their efforts to get on deck and were swept down in the whirlpool.

Saw the Nantucket's Bow.

Thomas Wiegand of Brooklyn, one of the Monroe's engineers, gave this account of his experience:

"I was oiling my engine when I was thrown to the floor by the impact of the collision. The moment I struck the floor I saw the bow of the Nantucket cut into the engine room. It shoved on until it seemed to cut our ship in two. It was so close that I could have reached it if I had put out my hand.

"A few minutes the engine room had filled with water and I had to perch high on my engine to keep my head above it. In a little while I saw the bow of the Nantucket lurch and then slip out. I was swept into the sea by the outrush of water through the big hatch following the withdrawal of the bow.

"When I rose to the surface I could distinguish through the fog an overturned boat and a dozen men struggling to get to the boat. I assisted him and we reached the boat and were able to hold on until rescued."

Mrs. Thomas Harrington died two days after she had been rescued from the Nantucket's lifeboats. Her husband, who was utterly exhausted, had been holding her up with his teeth as she lay on his back. His teeth had become loosened. She is unconscious in Sarah Leigh Hospital.

"OUTLOOK" PRAISES WILSON.

Rejoices in Stand He Takes on Canal
Tolls Question.

Special Cable Dispatch to THE SUN.

LONDON, Jan. 30.—Commenting on the announcement that President Wilson believes that American ships should pay tolls the same as vessels of other nations when passing through the Panama Canal the Outlook says that the President's consideration of the provisions of the Hay-Pauncefote treaty deserves the recognition of those who have believed that the American people lacked all sense of international honor.

The Outlook adds that the President's action "must be taken as a tardy sign that common honesty still has representatives among American statesmen. Whether or not President Wilson's urgent requests will have any real weight with Congress remains to be seen. We are, however, entitled to believe that the President is in earnest, and as he is no weakling he may, if he perseveres, make his will prevail."

POISONED IN RAILWAY DINER.

Supposed Hamburg-American Official and Others Seriously Ill.

Special Cable Dispatch to THE SUN.

LONDON, Jan. 31.—A Rome dispatch to the Daily Mail says Cavalier Passalacqua, "director-general of the Hamburg-American Steamship Company, and five others were poisoned by something they ate in the restaurant car of the Genoa-Milan express.

Four of the party, including Passalacqua, are dangerously ill. It is believed there was poison in salt which the men used.

MILITANT CHARGES

'FALSE, SAYS BISHOP

Dr. Ingram Finds Suffragette in Excellent Health at Holloway.

Special Cable Dispatch to THE SUN.

LONDON, Jan. 30.—The Bishop of London to-day proved false the suffragette charges in regard to the torture and punishment of Miss Peace, the "mouse" now in Holloway jail for arson, in regard to whose case the militants called on him last Monday.

In fulfillment of his promise to investigate the matter which he made at that time, the Bishop went to Holloway jail to-day. He found Miss Peace, who did not know he was coming, lying fully dressed in a comfortable bed in a warm, roomy cell. Her face was plump and showed no sign of emaciation or distress, although it was rather pale. She complained of indigestion and discomfort about the legs.

The Bishop asked Miss Peace whether or not she had shrieked while being punished, as had been declared by Miss Ansell, who had occupied an adjoining cell. Miss Peace replied that she might have uttered one exclamation once, but she had never shrieked. She was never put in a padded cell, she said, although the cellers on the Bishop had made this assertion. Miss Peace said nothing about having been subjected to forcible feeding.

The Bishop discussed Miss Peace's case with the governor of the jail, the doctor and the matron. All spoke in the kindest way of the prisoner and paid a tribute to her good behavior. The Bishop also visited Home Secretary McKenna and pleaded that Miss Peace be released under the provisions of the "cat and mouse" law, as she had promised him that she would comply with the terms of a license.

Home Secretary McKenna pointed out to the bishop that Miss Peace's offense was not covered by the "cat and mouse" act, but said he was willing to advise her absolute release if she promised that in future she would refrain from committing a crime. Miss Peace, however, had told the Bishop that she could not conscientiously refrain from militancy.

The Bishop in sending a report of the results of his investigation to the suffragettes concludes as follows:

"Your fears in regard to Miss Peace's condition are not borne out by the facts."

A GIFT FOR TRINITY CHURCH.

Piece of Stone From Bow Church, London, to Be Set Over.

Special Cable Dispatch to THE SUN.

LONDON, Jan. 30.—At a meeting of the vestry of Bow Church, Clerkenwell, over which Canon Masterman presided, it was decided to grant the request of the rector of Trinity Church, New York, for a piece of stone from Bow Church as a permanent link between the two churches. This link has been maintained in various ways since William III. granted the charter to Trinity in 1690.

The stone will be taken from the crypt of Bow Church. A Roman tile from the remains of a Roman church in London will be sent along with the stone.

PAGE ABLE TO MAKE ADDRESS.

American Ambassador Still Hoarse From Recent Indisposition.

Special Cable Dispatch to THE SUN.

LONDON, Jan. 30.—Walter H. Page, the American Ambassador, in an address before the Young Men's Christian Association to-night said he had experienced only one inhospitability in England and that was the January climate to which he attributed his recent indisposition.

Mr. Page was still very hoarse, but entertained his audience with an interesting account of university work in the United States.

COMMITTS SUICIDE FROM LINER.

Italian Jumps From St. Louis Probably Killed by Propellers.

Special Cable Dispatch to THE SUN.

SOUTHAMPTON, Jan. 30.—The captain of the American liner St. Louis, which arrived here to-day from New York, reports that during the voyage an Italian named Risteto jumped from the stern of the vessel. He was probably crushed to death by the propellers.

TWENTY GYPSIES POISONED.

Ate Meat Intended to Catch Wolves in Northern Spain.

Special Cable Dispatch to THE SUN.

MADRID, Jan. 30.—A dispatch received here to-day from the town of Becerra, in Lugo province, says that twenty gypsies have died in horrible agony as the result of eating poisoned meat which was intended for wolves which infest the district.

BRITISH SHIP LINES READY TO MEET CUTS

Scandinavian Companies to Co-
operate With Them in
the Rate War.

TALK OF A FIGHTING FUND

Direct Service From Continent
to America May Result.
It Is Believed.

Special Cable Dispatch to THE SUN.

LIVERPOOL, Jan. 30.—The Atlantic steamship conference held a meeting here to-day and decided among other things that the British and Scandinavian lines should cooperate closely in regard to rates. Mr. Booth of the Cunard company presided, and the following lines were represented: Anchor, American, Atlantic Transport, Canadian Pacific, Canadian Northern, Cunard, Donaldson, Dominion, White Star, Scandinavian and Norwegian.

The meeting was a private one, but a short official announcement was made at its close to the effect that the lines had "unanimously decided to continue to act in conference and had created an organization to take any required measures to protect their interests."

The delegates who participated in the meeting refused to talk and nothing reliable can be learned in regard to the proceedings. It is understood, however, that there was a general agreement not to initiate any further reduction of rates, but if the Continental lines continue their cutting the members of the conference will meet these cuts.

It is also reported unofficially that the lines in the conference will extend their agency business to the Continent and apparently will cooperate there with the North German Lloyd company and its allies in checkmating the Hamburg-American company, which broke away from the conference because it could not get a larger percentage of the steamer business.

Gossip in shipping circles adds that the conference agreed to form a fighting fund, the contributions being based on the amount of traffic handled by each line, while in the event of the rate war becoming severe the losses will be shared in order to enable the weaker lines to tide over the crisis.

It is also believed that arrangements are being made for the interworking of passenger ships of the allied lines so as to insure the most complete and most frequent service between America and European ports. It is predicted that this will lead to a realization of the scheme which has so often been talked about, namely, that British lines should start a direct service from the continent to America.

The feeling in Liverpool against the Hamburg-American Steamship Company is very keen. This company is accused of constantly creating trouble and it is asserted that heretofore the British lines have never retaliated. The belief is general that the war will be a long and severe one, but will have a good result as, despite the losses which will be sustained it will preclude further rights of this kind for many years to come.

BREMEN, Jan. 30.—The North German Lloyd Steamship Company announces that in future it will run its Canadian services with the Holland-America and Red Star lines instead of the Holland-America and Hamburg-American. The sailings will be alternately from Bremen and Rotterdam to Halifax until the St. Lawrence is open, when the vessels will go to Quebec.

LONDON, Jan. 30.—The Hamburg-American Steamship Company has reversed its recently announced decision to transfer its Boston service from Southampton to Queenstown. It will use Southampton, much to the disappointment of Queenstown.

The Vateriaud will also use Southampton on her maiden voyage in June. The Imperator will likewise use Southampton and omit Plymouth.

BREMEN, Jan. 30.—The North German Lloyd Steamship Company has carried the rate war into the enemy's country. It will establish at Hamburg on Monday a special agency to deal with the increasing freight traffic and all tug traffic between the Weser and the Elbe.

This invasion of the Hamburg-American Line's port will probably be answered with some counter stroke by the Hamburg line at Bremen.

PEARSON SALE TOTALS \$23,240.

\$1,925 Paid at Sotheby's for Rowlandson's "Dance of Death."

Special Cable Dispatch to THE SUN.

LONDON, Jan. 30.—This was the last day of the three days sale at Sotheby's of the library of John Pearson, which realized a total of \$23,240. The best price procured to-day was \$1,925, which was paid for Rowlandson's "Dance of Death," thirty-three original drawings in colors.

The first edition of Palmerin d'Olivia, dated 1588, sold for \$320. Rowlandson's "Compensus Treatise on Modern Education," very rare, fetched \$195.

The first edition of Sterne's "A Sentimental Journey Through France and Italy by Mr. Yorick" brought \$127.50. J. Taylor's "The Nipping or Shipping of Abuses," dated 1814, sold for \$100.

CHINA TO ASK NEW LOAN.

Talk of Negotiations With Quintuple Group for \$125,000,000.

Special Cable Dispatch to THE SUN.

LONDON, Jan. 31.—The Pekin correspondent of the Times forecasts immediate negotiations by the Government with the five Power group for a new loan of \$125,000,000.

CHARLTON TRIAL IN JUNE.

Investigation by Italian Judges of the Victim's Condition.

Special Cable Dispatch to THE SUN.

COSEO, Italy, Jan. 30.—The Judges who have been conducting the inquiry into the case of Porter Charlton, the young American awaiting trial for the murder of his wife in 1910, have ordered a thorough investigation into the mental and physical condition of Mrs. Charlton before her trial. In accordance with this the trial has been postponed until next June.

Signor Giovanni Porzio, one of the foremost criminal lawyers of Italy, has secured his nomination for the case of Porter Charlton. It is said that the Charlton family could not pay the retainer fee asked by Porzio.

J. HAM LEWIS RETURNING.

Senator Rebukes Americans for De-
crying Their Country.

Special Cable Dispatch to THE SUN.

PARIS, Jan. 30.—Senator J. Ham Lewis will sail for New York to-morrow on the steamship Kaiserin Augusta Victoria. His last day in Paris was as busy as the previous ones. It included a visit to the Senate where Senator Herriot, the mayor of Lyons, secured his interest in the coming model city exhibition there. Mr. Lewis dined with Mr. and Mrs. Donald Harper and afterwards attended a performance at the Gymnase Theatre.

During his visit to France, Senator Lewis studied the rural credit system, for which he sees great opportunities in the United States.

Senator Lewis took occasion while lunching at the American Luncheon Club to rebuke Americans who reside abroad for decrying their own country and allowing others to run it down. Mr. Lewis declared that his visit to Paris was solely for pleasure and had no connection with the nomination of a new American Ambassador. It is understood, however, that legal business connected with the Packers Association was the real reason of his visit.

LORD ROSEBERY OPERATED ON.

British Statesman Is Said to Be Doing Favorably.

Special Cable Dispatch to THE SUN.

LONDON, Jan. 31.—The Daily Mail says a serious operation was performed on the Earl of Rosebery on January 13. He is said to be doing favorably. No details are given.

The report as to Lord Rosebery's operation is confirmed by a bulletin which adds that he is now suffering from insomnia, which has caused anxiety and still necessitates absolute quiet.

Lord Rosebery is 66 years of age. He has filled several of the highest offices in the British Government, having been Foreign Minister in two Cabinets and Prime Minister 1894-95. He married the eldest daughter and heiress of Baron von Rothschild in 1874. She died in 1900 leaving two sons and two daughters.

IMPERIAL PRINCE MAY NOW GOVERN LORRAINE

Kaiser Tries to Win Back Sym-
pathies Alienated by
His Soldiers.

Special Cable Dispatch to THE SUN.

BREMEN, Jan. 30.—The Zeitung am Mittag says that Prince Frederick William, son of the late Prince Albert of Prussia, or some other Prussian Prince will be selected to succeed Count von Wedel as Governor of Alsace-Lorraine. This is an attempt by the Kaiser to win back the sympathies of the Alsations, which were alienated by the Zabern affair. The Emperor's fourth son, Prince August William, is also mentioned as a possibility.

There is no confirmation of this report. The Frankfurter Zeitung reports the arbitrary arrest of four residents of Lorraine for speaking French. A Prussian regiment gave a ball in the hall of a public restaurant at Sadow, a suburb of Metz, on the Kaiser's birthday. A Lieutenant in the regiment overheard two natives of Lorraine at the entrance to the hall talking French. He told them to speak German or leave the place.

They went into the restaurant and joined two other inhabitants of the former French province. The Lieutenant followed them and again heard them talk in French, whereupon he ordered them to leave the premises. They refused. The Major of the regiment was summoned and ordered the soldiers to arrest the "offenders."

The Major told the arrested men that they should not keep their hats on "in the presence of a Prussian Major." He knocked off their hats and called them "swine." The men were handed over to the police and later released.

It appears that the regiment had rented the whole restaurant for the evening. The Frankfurter Zeitung says the men were not aware of this.

COUNTLESS SWINDLERS' VICTIM.

Losses \$40,000 in "Aiding a Church."

Special Cable Dispatch to THE SUN.

PARIS, Jan. 30.—The Countess de Lasteyrie has fallen a victim to three pseudo bankers to the extent of \$40,000 and may lose \$20,000 more. She was anxious to lend pecuniary aid toward building a church in the parish of Athis Val and gave promissory notes for the amounts mentioned. The notes for the \$40,000 have been paid and it is discovered that no such church is contemplated and that the Countess has been the victim of swindlers.

EXPLOSION IN GERMAN MINE.

Twenty-two Bodies Recovered and Many Still Missing.

Special Cable Dispatch to THE SUN.

BREMEN, Jan. 30.—A number of miners were killed by an explosion of fire damp in the Achenbach mine near Dortmund to-day.

Twenty-two bodies have been recovered and many miners are missing.

VIOLENT QUAKE RECORDED.

Marseilles Scientists Believe It Occurred in Central Asia.

Special Cable Dispatch to THE SUN.

MARSEILLES, Jan. 30.—The seismographs here recorded a violent earthquake shock to-night. Scientists say that the earthquake occurred somewhere in central Asia.

A speech delivered by Mr. Illingworth, one of the Liberal whips, last night is taken to indicate that the British Government does not intend to interfere with the deportation of strikers from South Africa. He expressed no opinion one way or the other, but pointed out that the deportations were the act of a sovereign, independent Government, over which the home Government does not exercise any control.

The position of Viscount Gladstone, the Governor of South Africa, he said, was the same as that of King George. He merely acts on the advice of his responsible Ministers.

FLASHES FROM THE CABLE.

PARIS.—The French Government asked the Chamber of Deputies to appropriate \$400,000 for an official representation at the San Francisco Panama Pacific Exposition.

BREMEN.—Frederick W. Vanderbilt's yacht Warrior, from which the owner and his guests were rescued early this week when she went ashore off the Colombian coast, is still holding out against the continued battering of heavy seas, according to wireless dispatches received here.

MELBOURNE.—Mrs. Nordica's condition is reported to be improving slightly. Mrs. Nordica was a passenger on the steamer Tasmania, which ran ashore in the Gulf of Papua recently.

BREMEN.—The Prussian Academy of Architecture declared unsuitable the plans for the new German Embassy at Washington drafted by the Court Architect, Ernst von Ihne, as well as those of the three winners of the competition opened for the purpose by the Government.

EXHIBITION OF 34 PAINTINGS

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SEEK TO INDEMNIFY AFRICA GOVERNMENT

Bill to Be Introduced at Cape
Town Justifying De-
portations.

LABOR MEMBERS ANGRY

Their Leader Tries to Get Ad-
journing—Measure
Likely to Pass.

Special Cable Dispatches to THE SUN.

CAPE TOWN, Jan. 30.—Viscount Gladstone, Governor-General of the Union of South Africa, opened Parliament to-day with great ceremony. The Labor members did not attend during the delivery of the speech, taking this way of showing their feelings against the deportation of the leaders of the recent strike.

Viscount Gladstone briefly reviewed the recent unrest which culminated in the proclamation of martial law. He declared that the feelings aroused at the time must be allowed to subside before the problems which were presented could be calmly reviewed and wisely treated. Parliament would therefore be asked, he said, to consider only the most pressing legislative matters.

The speech is interpreted to mean that the Government will make the session as short as possible, but it is evident that it will have to reckon with the Laborites and Hertzogites, who, among other things, intend to exploit some of its blunders in connection with the administration of martial law.

The subsequent proceedings in the Chamber were brief but lively. Gen. Jan Smuts, Minister of Defence, announced that he would introduce on Monday a bill withdrawing martial law and indemnifying the Government against all its acts under martial law. He declared that if certain deported persons returned to South Africa they are liable to be sent away again as prohibited immigrants.

Mr. Cresswell, who had entered the Chamber after the conclusion of Viscount Gladstone's speech, cried "Shame," while the Ministerialists cheered. Mr. Cresswell, who was formerly a member of the British Parliament and is now a Labor representative in the House and who was arrested during the recent troubles, moved an adjournment to discuss surreptitious deportations and the action of the Government in preventing the laborites from invoking the protection of the courts. The Speaker refused to allow the motion to be discussed, as it will be covered by the bill of which Gen. Smuts has given notice.

Mr. Cresswell again tried to get an adjournment because, he said, "there is danger that between now and Monday the Government will again commit the crime of kidnapping citizens."

The Speaker said this was purely hypothetical and refused to allow further motions for an adjournment or to listen to Mr. Cresswell any longer. The House was greatly excited during the talk and the Speaker ordered Mr. Cresswell to sit down.

Gen. Louis Botha, the Premier, then moved the usual adjournment when a day's session is ended. Mr. Cresswell, amid cheers from the Labor members, arose and urged the House to realize its responsibilities to the country, which was looking to it for protection. This, he said, the country could not get elsewhere. The Speaker again stopped Mr. Cresswell. Other Labor members tried to speak and there was much hubbub, but the adjournment was carried amid cries of "Shame" from the Laborites.

It is predicted that notwithstanding the fight which the opposition is prepared to put up the indemnity bill will be passed by a big majority.

Would Indict Liner's Officers.

LONDON, Jan. 31.—The Spectator, while supporting Gen. Louis Botha, the Premier of the Union of South Africa, on the ground that he probably saved the country from anarchy, expresses the opinion that the owners and crew of the steamship Ungent, on which the South African strike leaders were deported, can probably be indicted as soon as the ship is in English waters for illegally imprisoning the men. They cannot be indicted while the vessel is in South African jurisdiction, as they are clear by the act of indemnity.

A speech delivered by Mr. Illingworth, one of the Liberal whips, last night is taken to indicate that the British Government does not intend to interfere with the deportation of strikers from South Africa. He expressed no opinion one way or the other, but pointed out that the deportations were the act of a sovereign, independent Government, over which the home Government does not exercise any control.

The position of Viscount Gladstone, the Governor of South Africa, he said, was the same as that of King George. He merely acts on the advice of his responsible Ministers.

The Morning Post quotes the law and cites precedents to show that Viscount Gladstone is empowered to withhold his assent from the proposed indemnity bill. Even if he signs the bill the King can disallow it. In either case the men who have been deported can appeal to the Privy Council for redress, but if Viscount Gladstone and the King both give